

OUR JOBBING DEPARTMENT
HAVING been REPLENISHED WITH a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and at very moderate rates.

CHINA MAIL OFFICE

VOL. XLIX. No. 9920.

英一千八百九十年十一月三十號

Established February, 1845.

THE HONGKONG CHINESE MAIL.
報日字華語
HONGKONG WA TA YAT PO.
ISSUED DAILY.
CHIN. UN. MAN.
Manager and Publisher.
SUBSCRIPTION:
Five Dollars a year, delivered in Hong Kong. Outports, \$1.40 per annum, including postage.

PRICE, \$2 PER MONTH.

The China Mail

HONGKONG, FRIDAY, NOVEMBER 30, 1894.

甲午年十一月四日

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clerkenwell Lane, Lombard Street, E.C. Gossage & Son, 30, Cornhill. Gorham & Gorham, Ludgate Circus, E.C. BATES & CO., 31, Whitechapel, E.C. HENRY & CO., 151, Leadenhall Street, W.M. WILLS, 151, Cannon Street, E.C. ROBERT WATSON, 109, Fleet Street, E.C.

PARIS AND EUROPE.—MAYERIE, FIVE & CO., 18, Rue de la Grange Blanche.

NEW YORK.—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICES, 62, West 22d Street.

SAN FRANCISCO AND AMERICAN PORTS generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORHAM, Melbourne and Sydney.

CEYLON.—W. M. SMITH & CO., THE AROMATHERES CO., Colombo.

SINGAPORE, STRAITS, &c.—KELLY & WALSH, LTD., Singapore.

CHINA.—MAZZO, A. A. DA CRUZ, Amoy, N. MOULIN & CO., LIMITED, Foochow; HEDGES & CO., Shanghai; LANE CRAWFORD & CO., and KELLY & WALSH, Fuzhou; LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-in CAPITAL.....\$10,000,000.
RESERVE FUND.....\$4,500,000.
RESERVE LIABILITY OF.....\$10,000,000.
PROPRIETORS.....

COURT OF DIRECTORS:—

C. J. BOLLARD, Esq.—Chairman.
J. S. Moses, Esq.—Deputy Chairman.

R. M. Gray, Esq. Hon. A. McDonagh.
H. Hopkins, Esq. S. C. Michaelson.
H. H. Joseph, Esq. Esq.
Hon. J. J. Kewick, Esq. D. R. Sasoon, Esq.
Julius Kramer, Esq.

CHIEF MANAGER:—
Hongkong.—T. JACKSON, Esq.

MANAGER:—
Shanghai.—H. M. BEVIS, Esq.

London BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

On FIXED DEPOSITS:—
For 3 months 3 per cent. per annum.
" 6 " 4 " "
" 12 " 5 " "

T. JACKSON,
Chief Manager.
Hongkong, August 18, 1894.

332

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5% PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

T. JACKSON,
Chief Manager.

Hongkong, May 15, 1893.

1615

HONGKONG BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL.....\$2,000,000.

CAPITAL CALLED UP.....\$21,093,150.

Bankers:—

CAPITAL & COUNTING BANK, LIMITED.

Head Office:

3, PRINCES STREET, LONDON.

Branches:

BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:

PEKING, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST

Allowed on Current Accounts and Fixed Deposits can be ascertained on application. Every description of Banking and Exchange business transacted.

CHANTREY INGBOLD,

Manager.

Hongkong, November 6, 1893.

247

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000.

SUBSCRIBED CAPITAL.....£1,125,000.

Paid-up.....£562,500.

Bankers:—

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the Rate of 2% per Annum on the Daily Balance.

On FIXED DEPOSITS:—

For 12 Months.....5%

For 6 Months.....4%

For 3 Months.....3%

JOHN THURBURN,

Manager, Hongkong.

Hongkong, June 18, 1893.

228

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL.....\$1,000,000.

SUBSCRIBED CAPITAL.....\$600,000.

HEAD OFFICE—HONGKONG.

Court of Directors:

D. GILLES, Esq. H. SCHLEPPIER, Esq.

CHUNG KEE SHAN, CHOW TUNG SHAN, Esq.

KWAN HOI CHUN, Esq.

GEO. W. T. PLAYFAIR,

Interest for 12 months 5%.

Hongkong, October 26, 1894.

122

Intimations.

VICTORIA RECREATION CLUB.
VICTORIA REGATTA.

THURSDAY & FRIDAY,
13th and 14th December, 1894.

EVENTS.

FIRST DAY.

GRIMSTON RACE.—Tub Sculling.

CHARLES'S CHALLENGE CUP.—Four Oars.

MARSHAL CUP.—Four Oars.

PROFESSIONAL CUP.—Four Oars.

LIOTON GOS.—Open to European Non-Commissioned officers and men of any Regiment or Corps of the Garrison of Hongkong, or to European crews of any H.M. Vessel or European members of the Police Force. Entrance \$1. Distance, One mile. Boats to be approved of by the Committee. Time allowed for each boat 8 seconds per oar. Four boats must start for Prizes. 1st Prize, \$15; 2nd Prize, \$10; 3rd Prize, \$5.

7.—HONG KONG CHINESE.—Open to regular Chinese crews of the same Hong Kong or Office. Boats must carry a European crewman.

8.—SINGAPORE.—Open to Chinese crew.

9.—BOAT RACES.—Open to European crew.

10.—SAILING RACE.—Any boat.

11.—SAILING RACE.—PARTIALLY-DECKED Boats. Not exceeding 1/4 rating T.R.A. measurement. Course 8 miles.

SECOND DAY.

1.—INTERNATIONAL CHALLENGE CUP.—Four Oars.

2.—DOUGLAS SCULLS.

3.—GERMAN CUP.—Four Oars.

4.—GRIFFITHS CUP.—Four Oars.

5.—LIGHT SHIPS.—Conditions same as No. 6, First day. Winner No. 6 First day excluded.

6.—HONG KONG.—Conditions same as No. 7, First day. Winner No. 7 First day excluded.

7.—HARBOR POLICE.—Open to European members of the Harbour Police. To be rowed in Service Boats. Distance, One mile. Entrants, \$1. First Prize, \$15; 2nd Prize, \$10; 3rd Prize, \$5.

8.—SNAKE BOATS.

9.—SAILING RACE.—PARTIALLY-DECKED Boats. Distance, One mile. 1st Prize, \$10; 2nd Prize, \$5; 3rd Prize, \$5.

10.—SAILING RACE.—PARTIALLY-DECKED Boats (Handicaps).

11.—SAILING RACE.—ALL OPEN Boats.—Conditions same as 1st day. Winner 1st day to be penalized 5 minutes.

12.—EXCLOSURE AND STAND will be erected on the Esplanade, near Murray Pier, from which the Races will be viewed. Admission by Ticket only obtainable on application to the Club Steward.

Prize.—Non-Member, \$1 each day. Members applying on or before 5th December, \$1 both days.

LADIES cordially invited.

E. D. SANDERS,
Hon. Secretary.

VICTORIA RECREATION CLUB.

Hongkong, November 29, 1894.

1928

Business Notices.

LANE, CRAWFORD & CO.

CHRISTMAS 1894!

TOYS.

DOLLS, TALLY HO! CARTS, HORSES, CARTS, FUR and RUBBER TOYS, TEA SETS, BRICKS, SKITTLES, PUZZLES, BUILDING TOYS, GUNS, SWORDS, COOKING RANGES, YACHTS, TOOL CHESTS, PERAMBULATORS, MUSICAL TOYS, MECHANICAL TOYS,

&c., &c., &c.

LANE, CRAWFORD & CO.

TELEPHONE 97.

Hongkong, November 20, 1894.

Intimations.

WANTED.—An ENGINEER. Apply by Letter only, enclosing Testimonials to

MANAGER,

Hongkong Electric Co., Ltd.

Hongkong, November 29, 1894.

1894

CHINA FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Premium for the Year 1893.

WANTED.—An ENGINEER. Apply by Letter only, enclosing Testimonials to

MANAGER,

Hongkong Electric Co., Ltd.

Hongkong, November 29, 1894.

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1894

CHINA FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Premium for the Year 1893.

WANTED.—An ENGINEER. Apply by Letter only, enclosing Testimonials to

</

Mails,

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIK PORTS:
ALSO,
LONDON, NEW YORK, BC ON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON MONDAY, the 10th day of December, 1894, at 3 p.m., the Company's
S.S. *Sachsen*, Captain H. Sommer,
with MAILS, PASSENGERS, SPECIE
and CARGO, will leave this port as above,
carrying Natives and Goods.
Shipping Orders will be granted till
NOON, SUNDAY, the 8th December.
Cargo and Specie will be received or
brought until Noon on MONDAY, the 10th
December, and Parcels will be received (at
the Agency's Office) until Noon on SUNDAY,
the 9th December. Contents of Packages
are required. No Parcel Receipts will be
signed at less than \$2, and Parcels should
not exceed Two Feet Cubic in measure-
ment.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
Lines can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, November 16, 1894. 1894

To-day's Advertisements.

**CHINA MERCHANTS' STEAM NAVIGATION COMPANY'S
DEBENTURE LOAN OF 1886.**

36th INTEREST.

INTEREST DUE ON BONDS of this
LOAN will be payable at the OFFICES
of the HONGKONG & SHANGHAI BANKING
CORPORATION on and after the 1st December,
1894.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, November 30, 1894. 1894

**NAVIGAZIONE GENERALE
ITALIANA
(FLORIO & RUBATTINO UNITED COMPANIES).**

NOTICE TO CONSIGNEES.
FROM BOMBAY & SINGAPORE.

THE S.S. *Bisagno* having arrived from
the above Porta, Consignees of Cargo
by her are hereby informed that their Goods
are being landed at their risk into the
Godowns of the WANCHAI WAREHOUSE AND
STORE COMPANY, LTD., Wanchai, whence
delivery may be obtained. Perishable
Goods to be taken delivery of immediately.
No Claims will be admitted after the
Goods have left the Godowns, and all
Claims must be sent in to the OFFICE of the
Undersigned before Noon, or the 4th
December, or they will not be recognized.

No Fire Insurance has been effected, and
any Goods remaining in the Godowns after
the 5th December will be subject to rent.
CARLOWITZ & Co.,
Agents.

Hongkong, November 30, 1894. 1894

TO LET.

DWELLING HOUSES—
"BANGOUR," MOUNT KELLET,
(Furnished).
HIGHBURY, at MAGIZINE GAP.
No. 2, CASTLE TERRACE,
Bonham Road.

A HOUSE IN WEST END TERRACE,
FLOORS in BLUE BUILDINGS,
in EIGHT STREET, PEEL
STREET and STATION STREET.
FLOORS in No. 6, SHELLY
STREET.

GODOWNS—
BLUE BUILDINGS.
No. 74, PRATA CENTRAL

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, November 30, 1894. 1894

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND AMSUJ.
The Co.'s Steamship
Petronia, Captain Davis, will be
despatched for the above
Port on SUNDAY, the 2nd December, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, November 30, 1894. 1894

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA VIA AMOY.
The Co.'s Steamship
Yunnan, Capt. W. D. W. T., will be
despatched as above on
MONDAY, the 3rd December, at 4 p.m.
This Steamer has superior Accommodation
for First-class Passengers.

For Freight or Passage, apply to
JARDINE, MATHERSON & Co.,
General Managers.

Hongkong, November 30, 1894. 1894

GLEN LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

BOXES of 6 Chairs \$10.00
Single Seats in Boxes 2.00
Dress Circle Chairs 1.00
Stalls, Carpeted Seats 1.00
Gallery (for Chinese only) 1.00

SOLDIERS and SAILORS in Uniform will be
Charged 30 Cents to the Carpeted Seats
only.

BOX PLAN at KELLY & WALSEY,
ROBERT LOVE,
Manager.

Hongkong, November 30, 1894. 1894

STEAMSHIP SALAZIE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
to S.S. *Neptuno* and *Guadalupe*, and from
Havre to S.S. *Guadalupe*, and from
Bordeaux to S.S. *Neptuno* and *Bordeaux*,
in connection with the above Steamer, are
hereby informed that their Goods—with
the exception of Opium, Treasure and
Valuables—are being landed and stored
at their risks into the Godowns of the
HONGKONG & KOWLOON WHARF & GODOWN
COMPANY, LTD., at Kowloon, whence delivery
may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless
intimation is received from the Consignee
before 11 a.m. To-DAY (Friday), request-
ing it to be landed here.

Bills of Lading will be countersigned by
the Undersigned.

Cargo remaining unclaimed after FRIDAY,
the 6th December, at Noon, will be
subject to rent, and landing charges.

All Claims must be sent in to me on or
before TUESDAY, the 6th December, or they
will not be recognized.

All damaged Packages will be examined
on THURSDAY, the 5th December, at 4 p.m.
No Fire Insurance has been effected.

G. de CHAMPEAUX,
Agent.

Hongkong, November 30, 1894. 1894

STRATH LINE OF STEAMERS:

FOR KOBE (DIRECT).

The Steamship
Strathdean,
Capt. F. R. Forsyth, will be
despatched for the above
Port at Noon, on THURSDAY, the 6th
December.

For Freight or Passage, apply to
DODWEIL, CAL. LL & Co.,
Agents.

Hongkong, November 30, 1894. 1894

STEAM FOR
SINGAPORE, PENANG & BOMBAY,
Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES (LEGhorn),
GENOVA, all MEDITERRANEAN,
ADRIATIC, IONIAN and SOUTH AMERICAN
PORTS up to CALIFORNIA. Taking Cargo
at through rates to CAL-
CUTTA, MADRAS, PERSIAN GULF,
RED SEA, BLACK SEA, LEVANT
and ADRIATIC PORTS.)

Also to NATAL EAST LONDON, PORT
ELIZABETH & CAPE TOWN.

The Co.'s Steamship
Fouz.

Capt. A. SALINER, will be
despatched as above
on FRIDAY, the 7th December.

Cargo will not be received on board after
3 p.m. prior to date of sailing.

For further information as to Passage
and Freight, apply to
SANDER & Co.,
Agents.

Hongkong, November 30, 1894. 1894

FOR KOBE (DIRECT).

The Steamship
Strathdean,
Capt. F. R. Forsyth, will be
despatched for the above
Port at Noon, on THURSDAY, the 6th
December.

For Freight or Passage, apply to
DODWEIL, CAL. LL & Co.,
Agents.

Hongkong, November 30, 1894. 1894

Vessels Advertised as Loading.

Destination	Vessels.	Agents.	Date of Loading.
Bremen & Ports of Cal.	Sachsen (a)	Norddeutscher Lloyd	Dec. 10, at 3 p.m.
Japan	Voron (s)	Per & S. N. Co.	Dec. 7, at noon.
Kobé	Amoy (s)	Bailester & Swire	Dec. 1, daylight.
Kobé	Satsuma (s)	Dodwell, Carrill & Co.	Dec. 6, at noon.
London, & Suez Canal	Yungtung (s)	Jardine, Matheson & Co.	Dec. 3, at 4 p.m.
London & Ports of Cal.	Yungtung (s)	Jardine, Matheson & Co.	About Dec. 7.
London, & Ports of Cal.	Yungtung (s)	P. & O. S. N. Co.	Dec. 6, at noon.
London, & Ports of Cal.	Yungtung (s)	Arnold, Karberg & Co.	About Dec. 5.
Macau via Amoy	Yungtung (s)	Moorsayre Maritimes	Dec. 12, at noon.
Marseille v. Saigon	Gedion (s)	Per & S. N. Co.	About Dec. 6.
Marseille v. Genoa	Gedion (s)	Siemers & Co.	Quick despatch.
New York	Yungtung (s)	Pacific Mail S. S. Co.	Dec. 12, daylight.
New York	Yungtung (s)	O. & S. S. Co.	Dec. 19, daylight.
New York	Yungtung (s)	P. & O. S. N. Co.	Dec. 1, at noon.
Shanghai	Siam (s)	Dodwell, Carrill & Co.	About Dec. 3.
Shanghai	Liu Foo (s)	Carlowitz & Co.	Dec. 6, at 5 p.m.
Shanghai	Naot (s)	Butterfield & Swire	December 7.
Shanghai	Naot (s)	Siemers & Co.	Dec. 7, at 4 p.m.
Shanghai	Naot (s)	Carlowitz & Co.	Dec. 6, at noon.
Shanghai	Naot (s)	Douglas Lapraik & Co.	December 7.
Shanghai	Naot (s)	Sander & Co.	Dec. 23, at noon.
Tokio	Naot (s)	Qasim & Co.	Dec. 11, at noon.
Tokio	Naot (s)	Nor. P. & S. & R. Co.	December 10.
Tokio	Naot (s)	Butterfield & Swire	December 10.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Amoy* leaves for Kobé.

Neon.—*Singalai* leaves for Shanghai.

Meeting.

Private Meeting of Shareholders
of the Green Island Cement Co., Ltd.,
at the Company's Office.

Amusements.

3 p.m.—Barnston's Grand Circus, &c.,
at the New Reclaimed Land next to
Murray Pier.

9 p.m.—Barnston's Grand Circus, &c.,
at the New Reclaimed Land next to
Murray Pier.

Miscellaneous.

2.50 p.m.—Competition of the Hongkong
Rifle Association.

Interest of China Merchants' Steam
Nav. Co.'s Debenture Loan of 1886
payable.

NOTICE TO SUBSCRIBERS.

FROM the 1st January, 1895, the Sub-
scription to the CHINA MAIL will be
as follows:

For the Quarter.....\$7.00

" Month.....2.50

CHINA MAIL OFFICE,
Hongkong, November 27, 1894.

THE

Hongkong Dispensary.

Has Received by the S.S. SYDNEY, and
from other Sources,

THE VERY LATEST NOVELTIES
in

CHRISTMAS CARDS

AND

NEW YEAR CARDS,
comprising:

POST OFFICE NOTICES.

MAILS will close:

FOR SHANGHAI.—
Per Shanghai, at 11.30 a.m., on Saturday,
the 1st December.

FOR KOBE.—
Per Amoy, at 2.30 p.m., on Saturday, the
1st December.

FOR SWATOW, AMOY & TAMSUI.—
Per Fukien, at 5 p.m., on Saturday, the
1st December.

POPULAR PRICES.

Sensitized Albumenized
PAPER,

1/2 pl., in time.

CHEAP AND RELIABLE.

Dakin, Cruickshank &
Company, Ltd.

HAVE JUST RECEIVED A CONSIGNMENT
OF

Ilford Dry Plates,
4, 1/2, 1/1, 10 x 8, 10 x 12,

and are offering the

A RECENT issue of *The Friend of China*, the anti-opium organ, states:—The evidences from China and Hongkong is of a very remarkable character, in view of the fact that it has been gathered entirely through official channels. By an overwhelming majority, even as regards numbers, and still more so when the characters and opportunities of the witnesses are taken into account, it is condemnatory of the habit of Opium-smoking.

The "recoos" as Kipling would call them of the Rifle Brigade, who arrived by the *Juno* the other day are being gradually "broken in" to the manners and customs of Hongkong. Some of the men, who had been released from the confines of Stonecutters Island, to which they had been banished on arrival, had a bit of a lark last night, the result being sore heads this morning and an introduction to Captain Hastings at the Magistracy. Two members of the distinguished corps contributed to the Police exchequer, and one had to pay compensation to a rickshaw coolie.

After all, Harmont's Circus is going to open business on the Praya Reclamation, in the neighbourhood of the Murray Pier. It would have obviated a lot of trouble and ill feeling if this site had been granted them in the first instance, instead of banishing the Circus to the vile precincts of West Point with its equally vile approaches. As the civilised portion of the Colony will be enjoying itself at St Andrew's Ball, there will be no performance at the Circus to-night, and the management took advantage of the opportunity to transfer their tents and other paraphernalia to the new site this afternoon. There will be a matinée performance to-morrow.

It will be seen from the telegrams we publish elsewhere that Japan has refused to recognise Mr Detring as other than the representative of Li Hung Chang and that Count Ito has refused to give him audience. That Japan is not now averse to peace is shown by the message that has been forwarded to the Tsung-lu Yamen. Japan is willing to listen to China's proposals for peace if these proposals are made in the usual manner followed by civilised nations. There is apparently no idea of humiliating China, but only a desire to have the negotiations carried on in proper order through the recognised channels. This willingness of Japan to listen to the approaches of her opponent marks a new phase in the present struggle. Its development will be watched with the keenest interest, for following on this the full demands of Japan must be revealed to the world.

THE STEAMER Diamond, which cleared yesterday for Japan where she is to be sold to a native firm, was not permitted to sail for two reasons. In the first place, avowedly of her master frenem, refused duty because they were under the impression that if they proceeded to Japan they would be paid off and allowed to make their way back to Singapore at their own expense. In the second place, the vessel was seized under a writ of the Colonial Vice of Admiralty for a debt of about \$17,000 due to the Dock Company for repairs. The vessel was subsequently released from custody. The recalcitrant firemen were brought before Capt. Hastings at the Magistracy this morning, and after they had received an assurance that they would be given a free passage back to Singapore in accordance with articles they had signed, they agreed to return to the vessel. No penalty was imposed by the Magistrate. Capt. Rowin has succeeded Capt. Ellis in the command.

THE DAILY Chronicle, in making the following remarks, is probably under a misapprehension.—The *Inflexible*, port flagship at Portsmouth, is to hold herself in readiness to proceed to the Mediterranean at a moment's notice. The vessel will be kept up to snipping complement as it is understood here that the *Trafalgar*, from the Mediterranean, is to move to Chinese waters, and that the *Inflexible*, which has already served commissions on the Mediterranean, will replace her. The Admiralty have determined to practically bring the squadron in the East up to more modern requirements, and the movements of the ships mentioned is only a development of the new scheme.

A CAULON newspaper describing the French cruiser *Aigle*, that passed through to the East three weeks ago, gives some interesting details about this ship. It says:—She is of 5,000 tons burthen (4,700); measures 110 inches in length, 10-90 inches in breadth, has big quick-firing guns, and a deck of small construction. Her speed is 19-6 miles an hour. She has built a yard at Chorong, and is therefore quite a new vessel, and should prove a formidable opponent in the time of war.

Perhaps she would, but if she takes over 5 hours to travel her own length, the war will be over before she gets to Hongkong. Possibly "kilometres" was the word intended. —*Singapore Free Press*.

Her Majesty's ship *Tamar* put into Plymouth Sound on October 21st with serious engine-room defects, her crank shaft having dropped out of line. The *Tamar* left the Cape on September 24th last with about five hundred persons, including details, on board, mostly for Portsmouth. All the way home trouble was experienced with her inservices, and before reaching St. Vincent the bolts of the propeller were carried away and the ship had to remain for two hours while the engine-room staff repaired the damage. The crank shaft was gradually dropping the while, and, after being a day or two out from Madras, it got out of line altogether. While considerable efforts were made on board, the ship was put into dry dock at the rate of ten knots. Of course, as matters were becoming serious, the engine-room staff advised Capt. Bigge to bear up for Plymouth and not to go on to Portsmouth, where the ship was due to arrive. The former reached Plymouth at four o'clock on October 21st, and, after an examination of her defects by the engineering authorities of Devonport Dockyard, it was decided not to send her on. The engineer's report will occupy at least a fortnight.

THE BRITISH DOLLAR.

The following letter has been forwarded to the local Secretary of the China Association:—

Downing Street, Oct. 23, 1894.
Sir,—With reference to the letter from this Department of the 22nd March last, and to your letter of the 28th May last, I directed by the Marquis of Ripon to inform you that the proposed coinage of a British dollar at the Indian mints, to be made legal tender in Hongkong and the State Settlements concurrently with the dollars at present circulating there, has now been sanctioned by Her Majesty's Government, and it is hoped that the new coin may be brought into circulation early next year. I am do.

(Sd.) EDWARD FAIRFIELD.
The Secretary to the China Association.

HOOTK.

CLUB S. SHIPING.

This match was played yesterday afternoon at the Happy Valley. In consequence of a late start (why will not members turn up at the appointed time?) it was only possible to play 20 minutes each way, but in that time no less than six goals were scored—three for each side—the game consequently ending in a draw. The ground was in bad condition as usual, hard and slippery. Give and take play made the opening exchanges until after 10 minutes, when Barlow rubbed the ball down to his usual backhand, and gained the first goal for the "Shipping." Matters were very poor, and the ball low below what was usually shot for a goal. In the second half the game became very fast, and any point scored by one side was quickly followed by a goal gained by the other. For the Shipping Landale, Firth, Hooper, and Sliman played distinctly well; for the Club, Shand, Barlow, Mansfield, and Molesworth played a sterling good game. Sheldon is a distinct acquisition to the Club, and as far as the game of Hockey is concerned 'he's been there before many a time.' The following were the players:—

Club.—V. Davies, F. Maitland, Cameron, Robinson, Stewart, Anton, Barlow, Sheldon, Molesworth.

Shipping.—Landale, Barlow, Hooper, Shand, Firth, Burdon, Monson, Arnold, Kuzbawer, Millward, Rankin.

CRICKET.

H.K.C.—LADIES RECREATION CLUB. Commenced this afternoon. Scores:—

L. C.	10	11	12	13	14
F. D. Markham, b Lowen	0	0	0	0	0
A. S. Anderton, b Lowen	1	0	0	0	0
B. V. Valin, s. M. J. Lowen	0	0	0	0	0
D. C. G. Anderson, b. Firth	0	0	0	0	0
E. G. Anderson, b. Firth	0	0	0	0	0
F. D. Markham, b. Lowen	0	0	0	0	0
G. W. Thompson, b. Davis	0	0	0	0	0
F. B. Davies, not out	0	0	0	0	0
Extras	0	0	0	0	0
Total	0	0	0	0	0
BOWLING ANALYSIS.					
L. C.	W.				
Lorson	0	0	49	0	0
Burton	17.1	0	43	0	0
Mat	0	0	0	0	0
P. E. Lammer	0	0	0	0	0
F. B. Davies	0	0	0	0	0

THE HEALTH OF THE COLONY.

COLONIAL SURGEON'S REPORT.

The following extract is made from the Colonial Surgeon's Report for 1893 submitted to the Legislative Council on the 29th Nov.:—

There have been many complaints of the stench from the drains in the public press this year and much abuse of the new drainage system. It was announced in Council that the new system was complete as far as regards the western portion of the City; that was correct as far as it related to the public drains, but not ten per cent. of the house drains have been connected with the new system, the majority still draining into the sub-soil and a great number into the sea-walls. The new system is not retrospective and only houses of new building can be compelled to connect their drains with the new system; the owners of old buildings will be compelled unless they can prove that they are to be dangerous to their neighbours. It will thus be a very long time before the new system can in any way be called complete or can be fairly judged on its merits. But even the new system has already been a source of trouble in China houses; the trap have been broken and the drains choked, and, owing to the construction of the houses, the drains run right under the houses to be connected with the new drain in the street, which is bad in itself, and the course also in very many European houses. Then the water supply is still insufficient for the flushing of the drains even if all the houses were connected with the new system, and even if the water supply was ample sufficient, it is impossible to keep the old houses clean; the upper doors of these houses in the majority of cases not admitting of washing with the water dropping through on the people below; in very many cases their elements are still mud floors. I reported to the Gas reports for years that nothing is required to cure the habit and that without the smallest danger or inconvenience to the patient. It is evident from what has taken place here of these shops having set up a few months, that this practice is taking root in China, but I have seen no outcry about it as there has been about opium smoking which, bar the expense it entails, is a perfectly innocent habit and more so to my mind than tobacco smoking.

The pay of the Assistant Analyst is very small and this is the reason for all leaving directly there term's up. When applying for the appointment of an Analyst originally, I showed that the Government when requiring an analysis has to pay from £50 to £100 for a single case to an outside chemist.

One thing I wish to call attention to is the dangers of the yearly increasing wheelied traffic, for which no regulations have been made and from which are admitted into the Hospital within the last nine years.

Rickshaws and one horse gherries flying for hire have been introduced; these are licensed but with the exception of the gherries pay no attention to the rule of the road, empty rickshaws flying for hire above all over the street impeding the traffic and occasionally making rushes at any time they think want of the traffic regarding them which is a most dangerous cause of collisions and accidents. But a few months, the traffic has enormously increased in the last twelve months, there are two and five-wheeled hand barrows carrying heavy loads of odds and ends, goods, furniture, large beams of wood, &c., &c., in charge of from three to six, or eight coolies, which have been a frequent cause of serious accidents; they pay no attention whatever to the rule of the road and the coolies in charge often run them along at such a pace that they have lost all control over the vehicle and every one is obliged to clear out of the way or suffer injury. Daily these barrows are to be seen dashing down the hill-side streets into the broad and level thoroughfares of Queen's Road or the Praya at a pace that the coolies in charge have no control over and those pulling in front are bound to dash over or be run over by the vehicles themselves yet little or no notice is taken of them and no attempt is made to put a stop to this dangerous practice which goes on.

I have the honour to be, Sir, Your very obedient Servant,

P. B. C. AKERS, C.M.G.
Colonial Surgeon.

The Honourable J. H. Stewart-Lockhart,
Acting Colonial Secretary.

health of the Colony has very much improved, and so many remarks on the insanitary state of existing things are now received as a standing "cheat" and only afford amusement for the public press, for like the author of the old story, I am regarded as evying wolf where no wolf exists, still the trial of the wolf is seen in this report. There were 13 cases of typhoid fever treated in the Civil Hospital, 6 of which were contracted in the Colony, there are 5 deaths recorded from Typhoid fever in tables at the head of this section, and 1 from Continued Fever among the European community; there were 442 deaths from Continued Fever among the Chinese population; all these deaths are attributed to insanitary conditions. But this is like the Typhon tiger which many were reported to have seen and a good many went out to hunt for and never found, still the breed left his track for a child of seven years old had, both his hands cut off, and the wrist one night in one of the villages, which was sufficient evidence of some savage beast being in the neighbourhood; even a big dog could not much assist an injury such as this. In the appendix I have attached to this report, there are many of the things I have brought to notice in the past twenty years, it will be seen that very many of my recommendations for the well-being of the Colony have been adopted upon to the great benefit of all concerned. The report from the Government Analyst shows the work done in his Department and shows that the water supply, though for the last two years found insufficient for the needs of the City, is excellent in character. There is no stain in the milk supply in the colony; three very large and excellent dairies are supported, besides other smaller ones. And that supplied to the Hospital is very satisfactory. The petroleum brought in to the Colony for the first time in tank steamers is satisfactory. The Government Analyst also supplied a very excellent report on the use of hypodermic injections of Morphine that had been given to the Chinese community this year. Two or three Chinese came to the Hospital covered with hundreds of marks from the use of the hypodermic needles at the same time a report was forwarded to me from the Police that many small shopkeepers were administering hypodermic injections of Morphine ostensibly for the cure of opium smoking and that they had learnt the method from a pupil of Dr Kerr's in Canton. Specimens of the solutions and of the drug used were obtained from one of the shops by the Hospital Comptroller, and Mr Crow visited these places and proctored other specimens and saw a number of Chinese treated. The drug used was the Hydrochlorate of Morphine; the solution used contained 2.8 per cent. The injections made were equal to a grain each time. The patients began with two injections a day, and, after a month or two, increased the dose to four or five injections a day. The cost of each injection was one cent. It was evident therefore that there was no attempt at curbing the habit of opium smoking except by the introduction of a very much worse habit of Morphine injection. To quote Mr Crow's report:—The Chinese buy Hydrochlorate of Morphine locally at \$2.80 per grain.

From quantity 875 injections each containing half a grain of Morphine Hydrochlorate could be prepared. This would leave a profit of \$0.75 on each injection, the cost of which is one cent.

Each injection cost 10¢. On this the Chinese Government paid 10¢. On this the Japanese gun-boat *Tatsuta* which has been detained at Aden, and not coaled on their way to the West Indies, as they were represented to be. On the face of it seems very improbable that Japan is going to the West Indies would come by this route. Those who saw the crowd of passengers on the *Tatsuta* say they looked more like coolies than seamen, but Japanese sailors out of their naval dress and in ordinary cool costume look very much like other Japs. And it would be impossible to tell whether they were seamen or not. The fact that there were no officers on board is inexplicable, as we understand that the *Tatsuta* is already officers by Japs. The commander of the *Tatsuta* however, stated that they were for the West Indies and he expressed himself as desirous of being rid of them, for he found them a troublesome lot to deal with. For a long time in Colombo they prevented the steamer from leaving the harbour, having got the idea that there was going to be some foul play with them at sea, and they threatened to murder the first man who made a move to help hoist the anchor up, when three men jumped overboard, and when three men were recaptured and taken back to the vessel. As a result, the *Tatsuta* did not get away till several hours after she was appointed to start.

PEACE NEGOTIATIONS.

The following appeared in yesterday's London papers:—

The Central News learns from an undoubted source that the certain further and more definite proposals for peace, which were submitted by the representative of an intermediary Power to both China and Japan, have again been rejected by the Japanese Government. Apparently Japan is not inclined to listen to any peace overtures at the present moment.

Her Ministers regard the negotiations as inopportune. Furthermore, it is understood that, in the opinion of the Mikado and his advisers, the only place where overtures for peace can at present be made with any prospect of serious consideration being given to them is Hiroshima, where the Central News has learned that the Japanese Government has sent a special mission to the Mikado to discuss the terms of the peace.

On the 20th instant, the Japanese authorities informed Mr Detring that they could not recognize him as the duly qualified and properly accredited envoy of China. Mr Detring, therefore, sailed from Kobe to-day for China.

A despatch has been forwarded to the Chinese Government by the Japanese Government in which expressions of regret are made that we had been rendered necessary, and inviting the Celestial Empire to make proposals of peace through a properly accredited representative.

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Mails.

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Nagasaki),
Kobe, Inland Sea, WEDNESDAY, Dec. 12,
Yokohama and Honolulu)....
Peru (via Nagasaki), SATURDAY, Dec. 29,
Kobe, Inland Sea, at daylight
and Yokohama)....
City of Rio de Janeiro (via Nagasaki), WEDNESDAY, Jan. 16,
Kobe, Inland Sea, and Yokohama)....

THE U. S. Mail Steamship *CHINA* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, 12th December, at Daylight, taking Passengers and Freight, to Japan, the United States, and Europe. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE will have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, DELTA, CALIFORNIA, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS, and the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from China to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Freight will be reckoned on board until 4 p.m. the day previous to sailing. Parcel Packages will be delivered at the office until 5 p.m. same day; all Parcel Packages must be marked to address in full; value of same is required.

Consignee's invoices to accompany cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Poya Central.

C. L. GORHAM,
Acting Agent.

Hongkong, November 29, 1894. 1929

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belg (via Nagasaki), WEDNESDAY, Dec. 19, Kobe, Inland Sea, at daylight.

Octavia (via Nagasaki), WEDNESDAY, Jan. 9, Kobe, Inland Sea, at daylight.

Globe (via Nagasaki), SATURDAY, Jan. 26, Yokohama and Honolulu)....

Kobe, Inland Sea, and Honolulu)....

The Steamship *BELGIO* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, 12th December, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked in full; same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consignee's invoices to accompany cargo destined to points beyond San Francisco, to the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Poya Central.

C. L. GORHAM,
Acting Agent.

Hongkong, November 29, 1894. 1929

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.
PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma Tuesday, December 11.
Nikko Tuesday, Jan. 16.
Victoria Tuesday, Jan. 23/95.

Tacoma Tuesday, Feb. 26/95.
Nikko Tuesday, Jan. 13/95.

Tacoma Tuesday, April 9/95.

Intimations.

SANTAL-MIDY.

The pure Essence of Santal obtained by Midy's process from the best Myro wood.

SANTAL-MIDY entirely different from the Santal oil of the Indian Bazaars, is superior to Copal, Cuban, or injections, and free from all bad smell or other inconveniences.

SANTAL-MIDY cures all diseases of the urinary organs in either sex in 48 hours.

SANTAL-MIDY is contained in small round capsules, each of which contains the name of the manufacturer.

SANTAL-MIDY Beware of imitations. All other capsules or mixtures contain impurities, resins, oils, &c., and are worse than useless.

SANTAL-MIDY is sold by all druggists and medicine dealers throughout the world.

For further information as to Passage or Freight, apply to

DODWELL, GARRILL & CO., Agents.

Hongkong, November 7, 1894. 1793
For Sale by A. Watson & Co., Chemists.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1894.

SAFETY—SPEED—PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. G. A. Los, R.N.R., WEDNESDAY, 26th Dec. 94.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 23rd Jan. 95.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 20th Feb. 95.

THE magnificient Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain, and the Continent are given choice of. Passage tickets are sold through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANSPORTATION, the speed of the CANADIAN PACIFIC RAILWAY leaving there for same at recent Chicago World's Exhibition and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CAR AND MOUNTAIN HOTELS of the route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. B. BROWN, General Agent,
PEDDER STREET, 1926

Hongkong, November 23, 1894.

SHARE LIST—QUOTATIONS—NOVEMBER 30, 1894.

Stocks. Nos. of Shares. Value. Paid up. Closing Quotations, U.S. Wash.

BANKS. Hongkong and Shanghai Bank Corp. 30,000 £ 136 all 100% prem., sales

New Line. 99,876 £ 106 110 nom.

Bank of China, Japan and Straits 1,250 £ 15 125

National Bank of China, Limited... ... £ 102 8.10 £21

MARINE INSURANCE. Canton Insurance Office, Ltd. 10,000 £ 260 50 \$142, buyers

China Trade's Insurance Co., Ltd. 24,000 £ 83,333 25 \$60, sales and sellers

North China Insurance Co., Ltd. 5,000 £ 200 £ 50 Ilia 185, buyers

Straits Insurance Co., Ltd. 30,000 £ 100 20 \$16, buyers

Union Insurance Society Co., Ltd. 10,000 £ 250 2 127, sellers

Yangtze Insurance Association Ltd. 8,000 £ 60 1 \$7, buyers

INSURANCES. China Fire Insurance Co., Ltd. 20,000 £ 100 8 \$73, sellers

Hongkong Fire Insurance Co., Ltd. 8,000 £ 25 4 \$75, sellers

BOOKS. HK & Whampoa Dock Co., Ltd. 12,500 £ 150 all 78 % prem.

SHRIMPS. China and Manilla S. S. Co., Ltd. 5,000 £ 200 50 \$40, sellers

Douglas Steamship Co., Limited... 80,000 £ 200 50 \$24, buyers

Indo-China S. S. Company, Limited... 60,000 £ 200 50 \$36, sellers

Steam Launch Company, Limited... 2,000 £ 200 50 \$30, sellers

China Mutual S. S. Co. 20,000 £ 150 127, sellers

Do. (new line). 20,000 £ 10 1 \$7, sellers

REFINERY. China Sugar Company, Limited... 15,000 £ 100 100% sellers

Union Sugar Company, Limited... 7,000 £ 10 100% sellers

WHARVES. HK & Kow-Wan & Godown Co. 2,600 £ 100 374 \$40, sellers

WAREHOUSES. Hongkong Land Investment and Agency Company, Limited... 6,000 £ 50 50 \$10, sellers

Humphreys' Estate & Finance Co. 1,000 £ 50 50 \$10, sellers

Watson Building Co., Limited... 12,500 £ 60 40 \$18, sellers

TRAMWAYS. HK. High Level Tramways Co., Ltd. 1,200 £ 100 100 100% buyers

Jelabu Mining & Trading Co., Ltd. 45,000 £ 5 50 47, sellers and sellers

Punjoo Mining Co., Ltd. 90,000 £ 4 50 32, sellers and sellers

New Belmont Gold Mining Co., Ltd. 15,000 £ 10 100% buyers

Raub Aust Gold Mining Co., Ltd. 100,000 £ 1 10 100% buyers and buyers

Societe Francaise des Houilleres de Tourane... 8,000 £ 100 100% nom.

TELEGRAPH. China-Borneo Company, Ltd. 7,000 £ 100 100% nom.

H. G. Brown & Co., Limited... 6,000 £ 50 50 \$3, sellers

TELEGRAMS. Hongkong Hotel Company, Ltd. 6,000 £ 50 50 \$9, buyers

A. S. Watson & Co., Limited... 60,000 £ 10 100% buyers, ex-div.

Dakota, Orkney & Co., Limited... 50,000 £ 5 50 \$1

TELETYPE. Campbell-Moor & Co., Limited... 1,800 £ 10 100% buyers

Geo. Fenwick & Co., Limited... 6,000 £ 25 25 \$16

Hongkong Dyeing & Tanning Co., Limited... 3,000 £ 10 100% buyers

Hongkong Ice Company, Limited... 6,000 £ 25 25 \$16

Hongkong Rope Manufacturing Co., Ltd. 5,000 £ 50 50 \$112, buyers

* Binder's shares.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Poya Central.

C. L. GORHAM,
Acting Agent.

Hongkong, November 29, 1894. 1929

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SANTAL-MIDY cures all diseases of the urinary organs in either sex in 48 hours.

SANTAL-MIDY is contained in small round capsules, each of which contains the name of the manufacturer.